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NEWS OF THE FAR EAST
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Hongkong, 1st July, 1908

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The Daily Press.

HONGKONG, JULY 6TH, 1908.

Referring to its representative's inter-
view with Sir ROBERT HART, which we
reproduced in our last issue, the Daily Mail
of June 6th makes a curious reference to
the Chinese of Hongkong. "There has
never been any doubt," it is good enough to
say,

"that the Chinese are one of the most in-
dustrious, sober, and intelligent races in the
world. The fact that it has been found necessary
to exclude them from the Pacific States of
America and from the territories of the
Australian Commonwealth testifies to their
formidable character as industrial competitors.
When they have been granted free access, as in
the Straits Settlements and Hongkong, they
have rapidly monopolized most of the trade and
commerce and have virtually edged out the
white man. Sir Robert Hart may well bid us
reflect on what such a people of 400 millions may
achieve if once it be organized in the European
fashion. The organization, he thinks, will 'take
time,' but it is important for us to note that it is
already making steady progress."

In a journal which can boast of a daily
circulation five times as large as that of any
penny London morning journal, it is rather
a pity to find any such idea being started as
that the Chinese of Hongkong have been or
are "edging out" the white man. So far
from monopolizing the white man's trade,
they have largely helped to make it flourish
and in spite of what the Chief Justice
recently had to say about that sixty year
old institution, the Comrades, almost
every Chinaman in Hongkong has his eye
and his value, from the richest property
owner to the poorest labourer. In the old
days of the Colony, the white pioneers were
in no doubt as to the necessity of a resident
Chinese population, and inducements and
invitations were offered to secure such

Broadly speaking, the Government ever
since has been consistently alive to the
desirability of persuading its Chinese
guests, now veritable members of the family
circle. Sometimes it has been complained
that the Hongkong Government has given
undue consideration to its Chinese constitu-
ents, but that may perhaps be ranked with
the numerous other growls common to the
white man on this rock. Having no vote
worth mentioning, he takes it out in
grumbling. No one is, in the outcome, a
penny the worse, and the Government gets
through its work on the whole with consid-
erable success. The passing of a recent
amending Ordinance is an example of how
legislation follows grumbling. Like the
mills of the gods, the wheels of the
government move slowly, but they do
revolve. With all his grumbling how-
ever, the Hongkong white man has
never dreamed of saying what our London
contemporary has said for him; that the
Chinaman is a poacher on his preserves.
Probably in no place in the world—and
certainly nowhere on the China coast—are
the Chinese and the whites more friendly,
more mutually appreciative, than at Hong-
kong. They are as business men at once
complementary and complimentary to each
other. In a great measure this neighbourly
feeling extends over adjacent Chinese who
are not British subjects, and the Cantonese
practical sympathy with Hongkong's trouble
in 1906, the year of the typhoon, has just
been reciprocated by a sincere effort to do
all we can for those in the Liang Kwang
whom a still greater catastrophe has be-
fallen. The Daily Mail may accept our
assurance that the feelings at all times
existing in this Colony are very, very
different from, and never to be compared
with, those understood to prevail in (say)
San Francisco. There are, however, other
indications in our contemporary's remarks
that suggest that someone not altogether
responsible, perhaps the office boy, had been
wielding on this occasion the editorial pen.
It is, for example, not exactly convincing
reasoning which draws the following moral
from the simple fact that Sir ROBERT HART
chose to travel home under the German
flag.

In all directions he sees the signs of immense
changes, perhaps one of the greatest being the
fact that he comes home in a German ship.
The unchallenged ascendancy on the seas which
England possessed when he first went to the Far
East in 1864 no longer exists. The statistically
minded will remember that the parliamentary
return of last year indicated the change when it
showed that Germany owned 254 steamers of
4,000 tons and over, displacing 1,535,000 tons in
1906, to the British 247 of 1,322,000 tons. In
the largest class of ocean-going vessels the
British mercantile marine to-day has to take
second place.

The Inspector-General could have travel-
led home by P. & O. if he had wanted to.
There are still a few ships of that line on the
run.

Six fatal cases of plague were reported up
till noon on Saturday. The total now stands at
938.

Mr. A. C. Franklin has been appointed to
act as Government Analyst during the absence
on leave of Mr. Frank Browne.

His Excellency the Governor has been pleased
to recognize, provisionally and pending the
receipt of His Majesty's exequatur, Mr. J. J.
Leiria as consul for Brazil in Hongkong.

The manager of the Nederlandsch-Indische
Handelsbank in Hongkong has received tele-
graphic advice that the bank has declared a
dividend of 8 per cent. for the year ending
31st December, 1907.

At the Marine Magistrate's Court last week
before Hon. Commander Basil Taylor, R.N.,
Sergeant Widen prosecuted the masters of the
steam launches "Wo Kwai," "Chan On" and
"Kwong Tai" for carrying excess passengers.
They were fined \$395, \$425 and \$285 respec-
tively.

Mr. A. W. U. Pope, C.I.E., took over the
position of General Manager of the Shanghai-
Nanking Railway on July 1. Mr. Pope was
lent to the Railway by the Indian Government
for three years, and we understand that his
services have been obtained for another three
years.

Fifty-three engagements were reported
during the month of May between the Japanese
forces and Korean insurgents. The Koreans
lost 549 and the Japanese 30 killed. The
insurgents outnumbered the Japanese forces by
five to one. The greatest activity of the rebels was
in the provinces of Hamkyondo and Kwang-
ju. The movement is now said to have lost
all semblance of organization, since the recog-
nized insurgent leader surrendered at Seoul on
May 27.

The Ministry of Posts and Communications,
according to a Chinese newspaper, has concluded
a loan of £1,000,000 with the Hongkong and
Shanghai Banking Corporation. The Loan
Agreement was signed by H. E. Chen Pih and
Chieh K. Metals of that Ministry on the 24th
June. It is more than probable that the loan
will be utilized for the repair of the existing
cables and landlines in China Proper and for
the construction of new lines in Manchuria,
Mongolia and Tibet.

"Mid On" in an article in the "Age,"
strongly condemns the Board of Control, and
suggests that the Marylebone Cricket Club
should invite the Melbourne Club and Trustees
of the Sydney Ground to arrange for Australia
to participate in the triangular scheme. The
issue is awaited with interest.

Returns of the average amount of bank notes
in circulation and of specie in reserve in Hong-
kong, during the month ended 30th June, 1908,
as certified by the managers of the respective
banks, are as under:—

BANKS.	AVERAGE SPECIE IN AMOUNT RESERVE.
Chartered Bank of India, Australia and China	\$ 3,861,452 2,800,000
Hongkong and Shanghai Banking Corporation	13,959,442 10,000,000
National Bank of China, Limited	158,532 120,000
Total	\$17,777,414 12,920,000

It is Honour Tel Nal-huang, the Shanghai
Tsoai, has received a telegram from Peking to
the effect that the Ministry of Posts and Com-
munications has appointed Messrs. M. Y. Chung
(Director-General of the China Merchants S. N. Co.
and Managing Director of the Shanghai-
Nanking Railway), Chou Chin-chen and Li
Hou-yu (Chairman and Vice-Chairman of the
Chinese Chamber of Commerce, respectively),
as Committee for the acquisition of the Chinese
Telegraph Company's shares from their present
holders, in order to take over full control of the
Telegraphs.

It is understood that Mr. McI. Messer, who is
now acting as Secretary of the Sanitary De-
partment in the temporary absence of Mr. W.
Woodcock, has been selected as the new Head
of the Sanitary Department. The choice is one
which we have reason to believe will be accept-
able to the members of the Sanitary Board. As
E. the Governor has given his assent, in the
name and on behalf of H.M. the King, to the
new Public Health and Buildings Ordinance,
we presume the changes in the constitution
of the Sanitary Board will appear at the
meeting to-morrow.

The Hongkong Bakery owned by Mr. D.
Dorabjee of the King Edward Hotel a few days
ago turned out 9,500 lbs of bread to the order
of the Po Fok Fong of Hongkong at reduced
rates in the short time of 36 hours for despatch
to Canton, for the relief of the flood people.
Mr. Dorabjee generously forwarded on
Saturday last 50 baskets of biscuits weighing
5,000 lbs to the Tung Wa Hospital Relief Com-
mittee to be shipped to Canton for distribution
amongst the famished people in the West
River Delta. We understand the Tung Wa
Committee acknowledged the gift gratefully.

It is announced in our advertisement columns
that the Bazaar which is being arranged by the
leading Chinese residents in aid of the fund for
the relief of sufferers by the Flood will take
place at Kowloon Town from the 16th to the
18th inst. The announcement solicits gifts
from European ladies and gentlemen for sale at
the bazaar, and we have no doubt, in view of
the appalling nature of the calamity, the appeal
will not be made in vain. Mr. Fung Wa Chun
is chairman of the Committee and Mr. Ho
Kun Tong vice-chairman, and gifts may be
forwarded to them or to any other member of
the Committee whose names appear at the foot
of the announcement.

The Governor-General of Indo-China has
signed two ordinances, dated February 27, fix-
ing the conditions under which the harbour of
Pnom-Penh (Cambodia) is declared open to
navigation, and to all Customs operations both
for imports and exports, for the benefit of
steamers of any nationality and tonnage. Sea-
going steamers may henceforward go up to
Pnom-Penh without stopping at Saigon. They
will, however, have to stop at Ban-Chua (Cochin
China, province of Gocong) on their way up as
well as on their way down, to take on board the
Customs agent in charge. Steamers will make
the journey on the Mekong river at their own
risk and peril, and will not be obliged to ask
for the special permit of river navigation which
was instituted on November 18, 1907, for the
rivers of French Indo-China.

The opium dens on the streets of Wuhu have
closed their front doors but they do a good
trade by the back door yet. By the number of
new shops selling morphia it appears that a big
sale is being carried on in that drug. If this
drug is allowed to be sold the opium edicts will
be a farce. The opium smokers are now using
the morphia pills as a substitute. In some
places north of the river the officials are very
energetic in their endeavour to close all the
dens, in other places they are doing nothing.
The poppy crop throughout all the north of the
province bordering the Yangtze will not be half
a crop. At Chaohsien a short time ago the
mayor went out in the evening in plain clothes
to an opium den. He found the place open and
he there and then gave the landlord 500 blows
and each smoker 300. The landlord's brother
threw a stone which struck and stunned the
mayor; then he hid, but was found the next
day. His present life in the yam is better
imagined than described.

At the Marine Magistrate's Court last week
before Hon. Commander Basil Taylor, R.N.,
Sergeant Widen prosecuted the masters of the
steam launches "Wo Kwai," "Chan On" and
"Kwong Tai" for carrying excess passengers.
They were fined \$395, \$425 and \$285 respec-
tively.

Mr. A. W. U. Pope, C.I.E., took over the
position of General Manager of the Shanghai-
Nanking Railway on July 1. Mr. Pope was
lent to the Railway by the Indian Government
for three years, and we understand that his
services have been obtained for another three
years.

Fifty-three engagements were reported
during the month of May between the Japanese
forces and Korean insurgents. The Koreans
lost 549 and the Japanese 30 killed. The
insurgents outnumbered the Japanese forces by
five to one. The greatest activity of the rebels was
in the provinces of Hamkyondo and Kwang-
ju. The movement is now said to have lost
all semblance of organization, since the recog-
nized insurgent leader surrendered at Seoul on
May 27.

The Ministry of Posts and Communications,
according to a Chinese newspaper, has concluded
a loan of £1,000,000 with the Hongkong and
Shanghai Banking Corporation. The Loan
Agreement was signed by H. E. Chen Pih and
Chieh K. Metals of that Ministry on the 24th
June. It is more than probable that the loan
will be utilized for the repair of the existing
cables and landlines in China Proper and for
the construction of new lines in Manchuria,
Mongolia and Tibet.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

OBITUARY.

LONDON, July 5th.

Count Ignatieff, also the author of
"Uncle Remus" and Admiral Thomas
of the U. S. Navy are dead.

JAPANESE POLITICS.

Tokyo, July 5th.

All the members of Marquis Saionji's
cabinet have tendered their resigna-
tions to the Emperor. In the event
of their being accepted, Marquis
Katsura will probably be asked to form
a cabinet.

Marquis Taro Katsura was according to the
Japan Year Book, governor-general of Formosa
in 1897 and War Minister 1898-1900 under
different premiers. When the fourth Itō ministry
(September 1900-01) collapsed, and no older
statesman consented to form a ministry to
succeed it, the Marquis was prevailed upon to do
so, and the Katsura cabinet was formed in June
1907. Contrary to what was forecasted at the
time by political meteorologists, the ministry
through repeated compromises and circumstances
changed one of the longest on record, and one
which will be remembered in association with
several events, as the conclusion of the Anglo-
Japanese Treaty early in 1902, its renewal on a
broader basis in 1905, and above all, the late
war. The Marquis had the order of G.C.M.G.
conferred on him by His Majesty the King.

[REUTERS' SERVICE.]

PERSIA.

LONDON, July 2nd.

German telegrams received from Teheran
state that the Shah has complained to King
Edward that the British Legation is grant-
ing asylum to refugees, and that King
Edward has replied defending the action of
the Legation, and drawing attention to the
numerous executions which have taken
place without trial.

The British Foreign Office admits that
King Edward and the Shah have exchanged
telegrams, but cannot make public the
text.

LATER.

Replying to questions, Sir Edward Grey
said that Persian affairs were very little
touched upon at the meeting of the King
and Tsar at Reval, and that where mention
was made, it related solely to frontier
disputes. As regards the commercial
frontier surrounding the Legation, if this
should be withdrawn, we should require a
guarantee for the safety of refugees before
they left the Legation, and, if accused of
crime distinct from political offences, an
assurance of a fair trial at which the
Legation would be represented.

LONDON, July 3rd.

Telegrams received at St. Petersburg
from Teheran report that order is being
everywhere restored, and that the people
are organizing a demonstration in honour
of the Shah.

Great Britain and Russia are supporting
the request of Prince Zill-es Soultan for
permission to leave Persia.

LATER.

Reuter's Teheran correspondent wires
that Colonel Liakhoff is doing excellent
work in the town, and that looting and
robbery have ceased since the establishment
of martial law.

BRITISH NAVAL MANOEUVRES.

LONDON, July 3rd.

The Admiralty have ordered that all
civilians invited to the British naval
manoeuvres must disembark. The exclu-
sion of the Press, and outside observers,
accentuates the importance of the manoeu-
vres, for which an enormous naval force
has been collected under the supreme com-
mand of Admiral Lord Charles Beresford.

(N.C. Daily News Service.)

A FRONTIER BRAWL.

Tokyo, June 26th.

Forty Chinese coolies attacked seven Japa-
nese lumber officials and wounded two of them
on an islet in the Lower Yalu on the 24th
instant. They were immediately dispersed by
some Japanese troops coming from the Korean
side.

The disturbance is said to have been due to
the indignation of Chinese lumber merchants,
who fear that the establishment of a mixed
Chinese and Japanese timber company will
deprive them of their occupation.

CHINESE TRANSPORT AGROUND.

TOKYO, June 26th.

The Chinese steamer "Kwang-tai" was aground at Port Hamilton
on the 23rd instant. She carries 500 Chinese
labourers for Vladivostok. The Hiroama Nissai
str. Kyoto Maru is coming to the rescue from
Chefoo.

THE FAKUMEN RAILWAY.

Tokyo, June 23th.

The Tokyo authorities deny the accuracy
of the report that the Japanese veto on the
Fakumen Railway has been withdrawn.

SOUTH MANCHURIA RAILWAY.

Tokyo, June 27th.

At a general meeting of the South Man-
churia Railway held to-day Baron Goto, the
President, stated that he had arrived at an
agreement with the Russian authorities for the
establishment of the Manchuria Railway as one
of the world's trunk lines. He announced that
the prospective steamship service between
Tairen and Shanghai would subsequently be
extended to Hongkong, the Philippines and
Australia.

PUGILISM.

There was a large attendance at the City Hall
on Saturday night to witness the various boxing
events which had been arranged by Mr. E.
Whitaker.

The opening bout of the evening was between
Bish and Bodington, both of the Middlesex
Regiment, and was a willing one from the start.
Bodington being saved from defeat in the first
round by the sound of the gong. Both men
took the boards in the second round somewhat
refreshed, but the fight did not last long, a wild
right-awing by Bodington catching his opponent
on the point, and the referee counting him out.

The eight round event between Miller of the
U.S.S. "Wilmington" and Rawson of the 3rd
Middlesex was the fight of the evening. Miller
proved an adept in ring craft, but displayed a
tendency to "foul" which eventually lost him
the fight. His right crosses were a source of
annoyance to Rawson, but the latter displayed
admirable coolness and in good time opened out
on his opponent. The latter probably found the
pace becoming warm, and "fouls" becoming
too frequent, Rawson was declared the winner.

Drummer Platt and Corporal Anderson of
the Middlesex Regiment next took the ring for
a six round bout which was as fast as it was
brief, hard hitting but little science characteris-
ing the event. A right on the jaw sent Platt
to the boards, and although he came up
pluckily it was apparent that he was beaten,
and the referee stopped the fight.

The main event of 20 rounds between
"Polly" Perkins of the Middlesex Regiment
and "Jimmy" O'Rourke of the "Wilmington"
proved a disappointment to most of the
spectators. Bearing in mind Perkins' brilliant
display with "Billy" Bellow they expected that
he would put up an equally good fight
against the American, but his exhibition on
Saturday night was one that few would care to
witness again. It was apparent that he was
afraid of O'Rourke, who did all the leading,
Perkins being quite content to stand on guard.
In the seventh or eighth round he complained
that something was wrong with one of his
wrists, exactly the same complaint which he
raised in his fight with Bellow. If this injury
is chronic it is time that he quitted the ring,
for there can be no doubt that his last per-
formance considerably damaged his prestige.
After eight rounds of stonewalling he threw
the sponge to O'Rourke.

AMERICAN INDEPENDENCE DAY.

The glorious Fourth was celebrated on Satur-
day in the usual manner. Mr. Amos P. Wilder,
the American Consul received at the Consulate
from ten to twelve o'clock and there was a con-
stant stream of visitors to the Consulate to pay
their respects. H. E. the Governor was repre-
sented by Captain Mitchell Taylor, A.D.C., who
also paid a call on the Commander of the
U.S.S. "Wilmington." Several prominent
American firms were also "At Home," includ-
ing the Standard Oil Co. (where Mr. Walker
received), the Pacific Mail S.S. Co.'s Office (Mr.
Fred. J. Halton, the acting agent, receiving),
Dr. Noble and several others. At the various
hotels special dinners were arranged and the
band programmes included selections appro-
priate to the occasion. Many private dinners
were, as usual, arranged by American residents,
and a special late one to the Peak was provided
by the general managers of the Peak Tramway.
The American warship "Wilmington" fired
a salute at noon, and a feature of the celebration
on the ship was a boat race between crews drawn
from deck hands and the engine room in which
the keenest interest was manifested as a similar
race, a fortnight previously, had resulted in
victory for the deck hands by a very narrow
margin. Saturday's race was equally exciting,
and amid the enthusiastic cheering of the ship's
crew the deck hands again passed the winning
post a couple of lengths ahead of the engine-
room representatives.

CONTROL OF PRIVATE NURSES.

It is notified in the Government Gazette that
the control of the private nurses hitherto
employed by the Hongkong branch of the
Colonial Nursing Association, will be trans-
ferred to the Colonial Government. There will
be two nurses available for employment, and
application for their services should be made to
the Superintendent of the Civil Hospital, or in
urgent cases, to the Medical Officer on duty at
the same place. The fees to be charged for the
services of one nurse, will be in accordance with
the following scale, viz:—
Ordinary cases, per month of 30 days ... \$110
Ordinary cases, per week ... 30
Ordinary cases, per day ... 5
Infectious, mental and maternity cases, per
month of 30 days ... 130
Infectious, mental and maternity cases, per
week ... 35
Infectious, mental and maternity cases, per
day ... 6
Suitable meals and accommodation must be
provided.

LATEST STEAMER MOVEMENTS.

The C. & M. str. "Zafiro" left Manila on the 4th
inst, and is due here to-day at 6 p.m.
The Apar str. "Japan" from Yokohama & Kobe
left Moji on the morning of the 4th inst, and
may be expected here on or about 8th inst.
afternoon.
The C.P.R. str. "Glenary" left Vancouver p.m.
on the 2nd inst, for Hongkong via the usual
ports of call.

ON THE YUNNAN BORDER.

With the recurrence of fighting on the Yun-
nan frontier it is to be feared the situation in
that part of China is likely to prove more embar-
rassing than the Peking Government has
hitherto anticipated. On the occasion of the
first invasion of French territory on January 3, it
was not surprising that accounts of the incident
should vary, that the French should attribute
the outrage to Chinese regulars, while the
Yunnan authorities stoutly denied the charge,
alleging that the perpetrators were revolution-
aries, who had matured their plans against
China on French soil. The fact remained,
however, that a French officer and several Ton-
kingese soldiers had lost their lives through
the action of a band of Chinese coming from
Yunnan, and moral responsibility rested with
the Chinese officials. Before there was
time to arrive at a settlement of the
point at issue between France and China,
news comes that on June 19, a regular
engagement took place between some 600 revolu-
tionaries and 150 Tonkingese sharpshooters.
To judge from the list of casualties—two
French and two Tonkingese killed on the
French side and fifty of the Chinese—the
fighting must have been very hotly con-
ducted. In the face of this second encounter
the condition on the Yunnan frontier assumes
a more serious aspect, and the Emperor-Dowager
may well have reason to believe in her first
impressions that little credence was to be placed
on Viceroy Hsi Liang's report of the complete
discomfiture of the rebels. The absence of
reliable information and the scarcity of news of
any description makes it difficult to form a clear
conception of the situation. But if bands of
revolutionaries, 600 strong, are still wandering
about the frontier, and if they are organ-
ized to inflict losses on French-led native
regulars, the work of the Viceroy of Yunnan
must have been badly executed.

The report of the second encounter, which
emanates from Paris, refers specifically to revo-
lutionaries, and from this it may be inferred
that the Chinese contention in the first instance
was substantially correct. Another charge, not
yet refuted, accuses Chinese regulars of pillag-
ing a village in Tonking. But whether or
not that the so-called revolutionaries have
adopted the army uniform or that some of the
regular troops are out of band, the death of five
French officers and non-commissioned officers
at the hands of Chinese furnishes the French
Government with a strong position in its
negotiations with Peking. While we may hesitate
to place implicit reliance on the version given
in the Chinese Press of the French demands
after the murder of Lieutenant Vélout on June 9,
there can be little doubt that France is
entitled to demand that the Chinese should
modify any of her original claims. In these, even
according to the version most likely to present
them in the worst light, it is of interest to note
that no territorial concessions figure, in spite of
the fact that the violation of French soil might
be held to justify a demand for rectification of the
frontier. The day for such claims, however, has
passed, and the French Government has been
well advised to seek reparation, apart from
pecuniary compensation to the families of the
victims, in concessions which will bring
French subjects also to conditions to improve
conditions in China and to minimize the causes
of unrest within the Empire. Among these
railway construction may be considered the chief,
and the alleged demand for a concession to con-
struct a line between Taiyuan in Shanxi to
Sianfu in Shanai has to this extent antecedent
probability. The proposed railway would tap a
country at present far removed from such
civilizing influences, and eventually should form
part of a main route from Peking to Szechuan
and Yunnan.

It is too much to hope that the negotiations
between France and China will throw full light
upon actual conditions in the distant corner of
the Empire where the encounters took place.
Internal evidence prevented much reliance
being placed on the accuracy of the alarming
reports first received of the activity of the
Yunnan revolutionaries, and the abruptness
with which their triumphant progress was sud-
denly changed into a crawling retreat impos-
sible to follow into thin air confirmed earlier
suspicions. But, unless the recent conflict can
be attributed to the zeal of Chinese regulars
pursuing attenuated bands of rebels across the
frontier, we must conclude that the forces of
unrest in this district had achieved some measure
of organization. The demand of the French for
the dismissal of Viceroy Hsi Liang will only
have anticipated Imperial intentions, for which
we have already been prepared by the rapid
succession of a succession of the removal of
happens to his troops and his own request to be
allowed to resign. Once again, however, the
sacrifice of a scapegoat will entail little benefit
to China, and it would be well if a concession
obtained in Northern China could bring home
to the Peking authorities a realization of their
own responsibility for a rising even in distant
Yunnan. In existing circumstances the sup-
pression of insurrection is a charge upon the
provinces; but the Central Government should
endeavour to discover where measures towards this end are
being adopted. —A.C. Daily News.

ANNULMENT OF DEATH SENTENCE.

EVADING CAPTURE FOR SIXTEEN YEARS.

On the 16th June a prisoner, who sixteen
years ago was condemned to death in default by
the Tokushima Court on charges of burglary
and murder, was acquitted in the Osaka Appeal
Court. The man's name is Okada Toshitaro,
and his age is now 50. He has been living
at

NOTICE TO CONSIGNEES.

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN-MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG,"
having arrived. Consignees of cargo are hereby informed that their Goods, with the exception of Opium Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and West Point Godown, whence delivery may be obtained. No claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after the 6th of July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th July, at 9.30 A.M. All claims must reach us before the 10th of July, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

The Steamer brings Cargo—Ex ss. "DANDELION" from Venice transhipped at Port Said.
NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.
Hongkong, 30th June, 1908.

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NOTICE TO CONSIGNEES.

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LONDON, COLOMBO AND
STRAITS.

THE Steamship

"MONTGOMERYSHIRE,"
Captain Jackson, having arrived from the above. Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 6th July, at 3 P.M. All claims must be presented within fifteen days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th July, will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 30th June, 1908.

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NEW DOCK NOW OPEN.

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Length on Blocks...	714 "
Width of Entrance on Top...	86 "
Width of Entrance on Bottom...	84 "
Water on Blocks at Spring Tide...	84 "
DOCK No. 1.	
Extreme Length...	523 feet
Length on Blocks...	513 "
Width of Entrance on Top...	88 "
Width of Entrance on Bottom...	87 "
Water on Blocks at Spring Tide...	87 "
DOCK No. 2.	
Extreme Length...	571 feet
Length on Blocks...	561 "
Width of Entrance on Top...	86 "
Width of Entrance on Bottom...	83 "
Water on Blocks at Spring Tide...	82 "

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Bedford, British cruiser, Capt. S. E. Erskine, R.N., Weihaiwei	
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Britonart, gunboat, 710 tons, 900 h.p., Lieut.- Comdr. F. B. Noble, en route Shanghai	
Cadmus, British sloop, 1070 tons, Comdr. B. L. Majendie, en route Weihaiwei	
Clio, British sloop, 1070 tons, Comdr. C. D. S. Raikes, en route Shanghai	
Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5700 h.p., Lieut-Comdr. Gresson, Weihaiwei	
Flora, 2nd class cruiser, 4300 tons, 10 guns, 7000 h.p., Capt. Roland Nagent, en route Weihaiwei	
Handy, torpedo-boat destroyer, 295 tons, 6 guns, 4000 h.p., Lieut-Comdr. W. H. Darwall Weihaiwei	
Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4000 h.p., Lieut-Comdr. G. C. Dickens, Janau, torpedo-boat destroyer, 320 tons, 6 guns, 3900 h.p., Lt-Comdr. C. A. Freemantle, Kent, armoured, 9800 tons, 14 guns, 22000 h.p., Capt. G. C. A. Marouscau	
King Alfred, British cruiser, Flag ship of Vice Admiral the Hon. Sir H. H. H. H. H. Lambton, Commander in Chief, 14100 tons, Capt. L. Clinton-Baker	
Kinsale, river gunboat, 618 tons, Lieut-Comdr Sidney H. Tennyson, Yangtze	
Merlin, surveying ship, 1090 tons, 8 guns, 1400 h.p., Comdr. F. H. Walter, Jerssion	
Monmouth, cruiser, 9800 tons, Capt. G. W. Smith, Hongkong	
Moorehen, river gunboat, 180 tons, 2 guns, Lieut-Comdr. C. C. Walcott, West River	
Nightingale, river gunboat, 85 tons, 240 h.p., Lieut-Comdr. R. S. Roy, R.N., Shanghai	
Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6300 h.p., Paid off	
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut-Comdr. J. White, West River	
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut-Comdr. H. R. Tickell, Hong- kong	
Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p., Lieut-Comdr. Alan Dixon, Yangtze	
Taku, torpedo boat destroyer, Bonn, Strath, Hongkong	
Tamar, receiving ship, 4600 tons 6 guns, Commodore Stokes, Hongkong	
Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. H. R. Godfrey, Yangtze	
Thistle, gunboat, 710 tons 900 h.p., Lieut. Comdr. H. R. Atchley, Hongkong	
Vinga, torpedo-boat destroyer, 385 tons, 6 guns, 6300 h.p., Lieut-Comdr. Stevenson, Weihaiwei	
Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut-Comdr. H. P. Douglas, Port Swet- tenham	
Whiting, torpedo-boat destroyer, 380 tons, 5 guns, 5900 h.p., Lieut-Comdr. J. Kildie, Hongkong	
Widgeon, gunboat, 195 tons, 2 guns, 800 h.p. Lt-Comdr. John F. Knox, Yangtze	
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut-Comdr. H. R. V. Cottrell, Dornier, Yangtze	
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut-Comdr. G. E. Livingstone, Yangtze	

SHANGHAI DOCK
AND ENGINEERING CO., LD.

ANNUAL REPORT

The Directors submit their report with
statement of accounts made up to April 30 last
as follows:—
The net profits for the year ended on 30th
April, 1908, including the amount brought
forward from last year, and after paying all
debts and allowing for all known liabilities,
amount to Tls. 368,742.93.

After deducting the interim dividend 24 per
cent on 55,200 shares paid in January this year,
which absorbed Tls. 133,000, there remains for
distribution the sum of Tls. 171,742.93. This
amount the Directors recommend to be dealt
with as follows, viz.:

A final dividend of Tls. 250 per
share 138,000.00
Amount to be carried to new account 33,742.93

Tls. 171,742.93

In accordance with § 98 of the Memorandum
and Articles of Association, two of the Directors,
Messrs. A. M. Marshall and C. Michelau, retire,
but, being eligible, offer themselves for re-
election.

The accounts have been audited by Messrs. J.
E. Bingham and F. N. Matthews, who retire,
but, being eligible, offer themselves for re-
election.

PROFIT AND LOSS ACCOUNT.

Dr.	January 21st.	Tls.
To 24 per cent. Interim Dividend on 55,200 Shares	133,000.00	
1908. April 30th.		
To Depreciation on Buildings on leased Premises	2,000.00	
To Property destroyed, lost or re- duced in value	3,798.16	
To Allowance for bad and doubtful debts	1,290.74	
To Directors', Auditors' and Hong- kong Agency Fees	8,400.00	
To Balance	171,742.93	
Tals	325,231.88	

Cr.

By Balance carried forward	10,469.96
1908. April 30th.	
By Transfer Fees collected during year	272.02
By Interest received and estimated accrued on Investments, De- posits and Current Account with Bank, less Interest on Cash Deposits with Company	16,586.23
By Transfer from Working Account	297,913.68
Tals	325,231.88

BALANCE SHEET.

Liabilities.

Capital Account.	Tls.
Registered Capital— 55,200 shares at Tls. 100	5,520,000.00
Subscribed Capital— 55,139 shares issued at Tls. 100 fully paid up 5,513,800.00	
62 shares at Tls. 100 due members of the late S. C. Farnham, Boyd & Co., Ltd., to be issued on ap- plication	6,200.00
	5,520,000.00

55,200 shares

Reserve Fund.

(Taken over from the

late S. C. Far-

nham, Boyd & Co.,
Ltd.)

Unpaid Dividends.

(Taken over from the

late S. C. Far-

nham, Boyd & Co.,
Ltd.)The Shanghai Docks
and Engineering
Co., Ltd.

Sundry Creditors.

Local Bills, etc.

Employees' Deposit
AccountDirectors', Auditors'
and Hongkong
Agency Fees

Suspense Account

Profit and Loss Account.

Balances at Credit of
this Account

Tls.

ASSETS.

PROPERTY ACCOUNT.

Tls.

LAND:

"Old" Dock, as per
Title Deeds"Casco" plot in
Dock, as per Title
Deeds"International"
Dock, as per Title
Deeds"Tunkadoo" Dock,
as per Title Deeds: 35 6 9 5"New" Dock, as per
Title DeedsPostage Engine
Works, as per
Title Deeds

Total

Value Tls.

Docks, buildings, wharves and
walls

Harbour moorings

Buildings

Machinery and plant

Tools, patterns and gear

Steamers, launches and vessels

Pontoon, steam dreggers, plectri,
vess, etc.

Furniture

Stock accounts, value of materials
on handSundry debtors, Accounts in
course of collection, etc.Value of completed portion of
unfinished works on hand, less
instalments received on ac-
countSuspense account, (including Tls.
42,000 45 secured by a promi-
sory note dated 8 September,
1906)Investments and de-
positsHongkong and
Shanghai Bank-
ing Corporation fixed
deposit

Telegram deposit

Cash.

In hand

On current ac-
count with
Hongkong and
Shanghai Bank-
ing Corporation

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When you ask for

BOVRIL

do not take a cheap imitation. BOVRIL is
all beef and is a standardised strength-
giving food.

Always have BOVRIL handy.

By Royal
Warrant to

His Majesty
The King.

64-1

SHIPPING.

ARRIVALS.

Bourbon, French str., 297, La Hail, 5th July—
Saigon 1st July, Divers—Chiloes.
BUON MARU, Japanese str., 1801 M. Nemoto,
5th July—Shanghai via Swatow. 4th
July. General—Osaka Shosen Kaisha.
GUADIANA, French str., 1,608, Verie, 4th July—
Saigon 30th June, General—McGregor Bros.
Haitan, British str., 1,183, J. S. Roach, 5th
July—Fochow July 2nd, Amoy 3rd, and
Swatow 4th, General—Douglas, Lapraik
& Co.
HINSANG, British str., 4th July—Canton.
HONGKONG, British str., 1,359, J. M. Hay, 5th
July—Japan 25th June, Coal—Jardine
Matheson & Co.
KIKIANG, British str., 4th July—Canton.
KOWLOON, German str., 1,447, A. Enigh, 5th
July—Vladivostok 26th June, General—
Hamburg-Amerika Linie.
KOWLOON, British str., 4th July—Canton.
KWANGTAI, Chinese str., 1,536, Wm. H. Lunt,
4th July—Shanghai 30th June, General—
Chiloes.
LINAM, British str., 1,530, C. Williams, 4th
July—Haiphong and Hoihow 3rd July.
Riot, Bat. or B. & Swire.
MA HIDE, German str., 831—A. P. Ullrich,
4th July—Haiphong and Hoihow, 3rd July.
General—Jensen & Co.
PHEUMTAN, British str., 1,065, J. H. Scott,
4th July—Saigon 30th June, General—
Chiloes.
PROTEUS, Norwegian str., 1,024, O. Miller, 5th
July—Bangkok 24th June, Rio—Asgaard,
Thorsen & Co.
SAXONIA, German str., 4,494, G. Habel, 5th
July—Manila 2nd July—General—
Hamburg-Amerika Linie.
SHINGHURU MARU, Japanese str., 3,300, H.
Yamamoto, 4th July—Moji 27th June,
Coal—Osaka Shosen Kaisha.
SHOSHU MARU, Japanese str., 899, I.
Jijishi, 4th July—Tamsui via Amoy and
Swatow 3rd July, General—Osaka Shosen
Kaisha.
TJILWONG, Dutch str., 3,060, N. van Wyk
Jurriane, 3rd July—Java 27th June,
General—Java-China Japan Line.

DEPARTURES.

3rd July.
RIO LIMA, Portuguese gunboat, for Macao.
4th July.
BARMAR, British str., for Java.
ENTREPRENEUR, British str., for Vancouver.
JOHANNES, German str., for Haiphong.
MEFOD, Chinese str., for Shanghai.
SIBERIA, American str., for San Francisco.
THEODOR WILHELM, German str., for Chefoo.
5th July.
AMIGO, German str., for Hoihow.
DAIEN MARU, Japanese str., for Swatow.
FOOSHING, British str., for Tientsin.
GREGORY, British str., for Shanghai.
HINSANG, British str., for Hongkong.
KAIPO, British str., for Amoy.
KIKIANG, British str., for Shanghai.
KWANGTAI, Chinese str., for Canton.
ORZEL, British str., for Guam.
SIAM, Danish str., for Singapore.
SHIBUTO MARU, Japanese str., for Surabaya.
SHINGHURU, British str., for Saigon.
SINGAN, British str., for Hoihow.
SOLSTAD, Norwegian str., for Haiphong.
SWATOW, Dutch str., for Swatow.
YAKAMATA MARU, Japanese str., for Moji.
YENAN MARU, Japanese str., for Moji.

SHIPPING REPORTS.

—The British str. *Hopson* reports: Strong S. W. monsoon and high seas.
—The British str. *Lanon* reports: Fine weather with fresh southerly winds.
—The British str. *Haitan* reports: Moderate to fresh winds and sea (S. to S. W.), intervals and rain, clear weather.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIKIAN,"
Captain Roach, will be despatched for the above ports TO-MORROW, the 7th inst., at 2 P.M. A reduction of 50 per cent. on First Class Fares to Fochow, will be made during the months of July, August and September.
For Freight or Passage apply to
DOUGLAS LARPAIK & Co.,
General Managers.
Hongkong, 4th July, 1908. 1038

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rubattino United Companies.)

STEAM FOR BOMBAY

VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. (Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.)

THE Steamship

"CAPRI,"

Captain Pedone, will be despatched as above on FRIDAY, the 10th July, at Noon.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.
Hongkong, 1st July, 1908. 4

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME and TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CALUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

Taking Cargo at through rates to the Brazils to FERNANDES, RIO DE JANEIRO, S. PAULO, LAGUNA, VITTOREIA and ALEXANDRIA.

THE Company's Steamship

"NIPPON,"

Capt. T. Tarabochia, will be despatched as above on or about 25th July.

This steamer has special accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight apply to

SANDER, WIELER & Co.,
Agents,
Princes Buildings,
Hongkong, 26th June, 1908. 3

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	SECT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SUEZ CANAL	GLENAYON	Brit. str.	—	Woffenden	McGREGOR BROS. & GOW	On 9th inst.
LONDON & ANTWERP	CARNARVONSHIRE	Brit. str.	—	Woffenden	McGREGOR BROS. & GOW	About 10th inst.
LONDON & ANTWERP VIA SUEZ CANAL	MALTA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	On 11th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE & CANTON	SOCOTRA	Brit. str.	—	W. B. Hickey	P. & O. S. N. Co.	About 13th inst.
HARVE & HAMBURG VIA STRAITS, &c.	PORTMUND	Ger. str.	k. w.	Malchow	HAMBURG-AMERICA LINE	To-morrow.
HARVE & HAMBURG VIA STRAITS, &c.	ISRIA	Ger. str.	k. w.	Luning	HAMBURG-AMERICA LINE	On 23rd inst.
HARVE & HAMBURG VIA STRAITS, &c.	SAXONIA	Ger. str.	k. w.	Habel	HAMBURG-AMERICA LINE	On 23rd August.
HARVE & HAMBURG VIA STRAITS, &c.	SILVIA	Ger. str.	k. w.	Jager	HAMBURG-AMERICA LINE	On 6th September.
MARSEILLES, &c. VIA PORTS OF CALL	SLAVONIA	Ger. str.	k. w.	Peter	HAMBURG-AMERICA LINE	To-morrow, at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE & CANTON	WARREN	Fr. str.	—	Martin	MESSAGERIES MARITIMES	On 8th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE & CANTON	SATU MARU	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	On 22nd inst., at D'light
MARSEILLES, ANTWERP & HAMBURG &c.	C. FRED. LARSEN	Ger. str.	k. w.	N. Nielsen	NIPPON YUSEN KAISHA	About 30th inst.
NAPLES, GENOA, ALGERIA, GIBRALTAR, &c.	GOEBEN	Ger. str.	—	W. Wilhelms	HAMBURG-AMERICA LINE	On 15th inst., at Noon.
TRIESTE, &c. VIA SINGAPORE, &c.	NIPPON	Ger. str.	—	B. Tarabochia	HAMBURG-AMERICA LINE	About 26th inst.
BOSTON & NEW YORK	SURUGA	Brit. str.	—	W. Wilhelms	DODWELL & CO., LTD.	On 18th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTAGUE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 11th inst., at Noon.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 25th inst., at 4 P.M.
VICTORIA, B.C. & SEATTLE, WASH., &c.	TORA MARU	Jap. str.	—	J. Nagao	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
VICTORIA, B.C. & SEATTLE, WASH., &c.	SHINANO MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 21st inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	SUEVIC	Am. str.	—	W. Shotton	DODWELL & CO., LTD.	On 23rd inst.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 10th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINCE WALDEMAR	Ger. str.	—	W. von Senden	MESSAGERIES MARITIMES	On 14th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	—	P. T. Holmes	GIBB, LIVINGSTON & CO.	On 21st inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 7th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	About 15th inst.
ORANGE BRANCH	SANUKI MARU	Jap. str.	—	MacClelland	DODWELL & CO., LTD.	About 15th inst.
KOBE AND YOKOHAMA	KUMANO MARU	Jap. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 10th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	TJILWONG	Dut. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 8th inst., at Noon.
CHINGWANGTAO, JAPAN, AMERICA, &c.	AMIRAL EXELMANS	Fr. str.	k. w.	Habel	J. MILLER	On 25th inst.
SHANGHAI, YOKOHAMA & KOBE	SAXONIA	Fr. str.	k. w.	Marley	HAMBURG-AMERICA LINE	To-morrow.
SHANGHAI, YOKOHAMA & KOBE	HANGCHOW	Fr. str.	1 m.	Lancelin	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	YARHINO	Brit. str.	—	M. Courtney	MESSAGERIES MARITIMES	About 6th inst.
SHANGHAI VIA NINGPO	BUJUN MARU	Brit. str.	—	F. W. Wheeler	JARDINE, MATHESON & CO., LD.	On 8th inst., at Noon.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	KWONGSANG	Brit. str.	—	G. H. C. Weston, R.N.S.	OSAKA SHOSHEN KAISHA	On 9th inst., at Noon.
SHANGHAI	MARMORA	Brit. str.	—	Bradley	JARDINE, MATHESON & CO., LD.	On 9th inst., at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	KUTSANG	Brit. str.	—	L. Mass	MESSAGERIES MARITIMES	About 15th inst.
SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	SCHARNHORST	Ger. str.	k. w.	L. Mass	HAMBURG-AMERICA LINE	About 15th inst.
SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	SYRIA	Brit. str.	—	D. C. Gregor, R.N.S.	P. & O. S. N. Co.	About 18th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	KAGASHIMA MARU	Jap. str.	—	T. Arakawa	NIPPON YUSEN KAISHA	On 19th inst.
SHANGHAI	TIPIANAS	Dut. str.	—	Pander	JAVA-CHINA JAPAN LINE	Quick despatch.
SHANGHAI VIA SWATOW & AMOY	SHOSHU MARU	Jap. str.	—	Ijishi	OSAKA SHOSHEN KAISHA	On 8th inst., at 10 A.M.
AMOY & NEWCHOW	KWEIYANG	Brit. str.	1 m.	Dowson	BUTTERFIELD & SWIRE	On 9th inst., at 4 P.M.
FOCHOW & VLADIVOSTOK	CURONIA	Rus. str.	—	—	MELCHERS & CO.	On 15th inst.
SWATOW, WEIHAWEI, CHEFOO & TIENTSIN	HAIRING	Brit. str.	2 h.	Hooker	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SWATOW, AMOY & FOCHOW	LAJAN	Brit. str.	1 m.	William	BUTTERFIELD & SWIRE	To-morrow, at 2 P.M.
HAIPHONG	TAKING	Brit. str.	1 m.	A. W. Osterbridge	BUTTERFIELD & SWIRE	On 8th inst., at 2 P.M.
MANILA	YUENANG	Brit. str.	—	T. Merzick	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MANILA	ZAFIRO	Brit. str.	—	Rodger	JARDINE, MATHESON & CO., LD.	On 10th inst., at 4 P.M.
MANILA	LONGSANG	Brit. str.	1 m.	S. J. Payne	OSAKA SHOSHEN KAISHA	On 11th inst., at Noon.
MANILA	RUBI	Brit. str.	—	R. Almond	JARDINE, MATHESON & CO., LD.	On 17th inst., at 4 P.M.
MANILA & SANDAKAN	BORNEO	Ger. str.	—	F. Sembl	OSAKA SHOSHEN KAISHA	On 18th inst., at Noon.
BOMBAY VIA SINGAPORE & PENANG	CAPRI	Ital. str.	—	Pedone	CARLOWITZ & CO.	On 10th inst., at Noon.
BOMBAY VIA SINGAPORE & PENANG	TOTOMI MARU	Jap. str.	—	Mc. Winckler	NIPPON YUSEN KAISHA	On 14th inst.
SINGAPORE, PENANG & CALUTTA	NAMANG	Brit. str.	—	M. B. Lake	JARDINE, MATHESON & CO., LD.	On 18th inst., at Noon.
BATAVIA, CHERIBON, SAMARANG, &c.	TIPIANAS	Dut. str.	—	de Bronwers	JAVA-CHINA JAPAN LINE	Quick despatch.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STREAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	WAKASA MARU, Capt. N. Nielsen, Tons 6265	WED'DAY, 8th July, at Daylight
VICTORIA, B.C. and SEATTLE, WASH., &c.	SADO MARU, Capt. Geo. A. Anderson, Tons 6267	WED'DAY, 22nd July, at Daylight
SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	TOSA MARU, Capt. J. Nacso, Tons 5823	TUESDAY, 7th July, at 4 P.M.
SYDNEY and MELBOURNE	SHINANO MARU, Capt. K. Kawara, Tons 6388	TUESDAY, 21st July, at 4 P.M.
via MANILA, THURSDAY, ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU, Capt. T. Harrison, Tons 5559	FRIDAY, 10th July, at Noon
KOBE and YOKOHAMA	KUMANO MARU, Capt. N. Mathieson, Tons 5076	FRIDAY, 7th August, at Noon
KOBE and YOKOHAMA	KUMANO MARU, Capt. N. Mathieson, Tons 5076	WED'DAY, 8th July, at Noon
BOMBAY via SINGAPORE, and COLOMBO	SANUKI MARU, Capt. J. G. Parsons, Tons 6112	FRIDAY, 10th July, P.M.
SHANGHAI, MOJI, and KOBE	TOTOMI MARU, Capt. M. Winckler, Tons 3112	TUESDAY, 14th July, P.M.
	KAGASHIMA MARU, Capt. T. Arakawa, Tons 4637	SUNDAY, 19th July, at Noon

* Ceiling at Keelung. † Cargo only.
‡ Fitted with Marconi's System of Wireless Telegraphy.
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For Further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.
T. KUSUMOTO,
MANAGER. 356
Hongkong, 6th July, 1908.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
ANGING VIA SWATOW	"SHOSHU MARU"	WED'DAY, 8th July, at 10 A.M.
† SHANGHAI VIA SWATOW, AMOY and FOCHOW	"BUJUN MARU"	THURSDAY, 9th July, at 2 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Ample. Unvalued Table.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.
Hongkong, 4th July, 1908. T. ABIMA, Manager. 13

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA
SHANGHAI.

FOR	STREAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"TOURANE"	About 6th July.
MARSEILLES VIA PORTS	"POLYNESIE"	On 7th July, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIG"	On 20th July, P.M.
MARSEILLES VIA PORTS	"CALEDONIE"	On 21st July, 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Ceylon, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 27/10s. up to 27/10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,
Queen's Building. 2

NORTHERN PACIFIC LINE.

POSTON STEAMSHIP COMPANY.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
† SUVERIC	6,232	W. Shotton	On 23rd July.
† KUMERIC	6,232	Cowley	On 15th August.
† SHAWMUT	9,666	E. V. Roberts	On 12th September.
† TREMONT	9,666	T. W. Garlick	On 6th October.

† Storage Passengers only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior accommodation for First and Second Class Passengers. The large size of these vessels ensures speediness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PACIFIC EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS,
QUEEN'S BUILDINGS. 8

VESSELS ON THE BERTH

"GLEN" LINE OF STEAM PACKET

FOR LONDON AND ANTWERP
VIA SUEZ CANAL.

THE Steamship

"GLENAYON,"

Captain Woffenden, will be despatched as above on THURSDAY, the 9th July.

For Freight or Passage, apply to
McGREGOR BROS. & GOW,
Hongkong, 1st July, 1908. 1016

"SHIRE" LINE OF STEAMERS, LD.

FOR LONDON AND ANTWERP.

THE Steamship

"CARNARVONSHIRE"

Will be despatched for the above Ports on or about the 10th July, 1908.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
Agents.
Hongkong, 22nd June, 1908. 982

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERMAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA,"

Captain R. A. Peters, carrying His Majesty's Mails, will be despatched on the 11th July at Noon, taking passengers and cargo for the above ports in connection with the Company's "CHINA," 8,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "ARABIA," due in London on the 25th August, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
F. J. ABBOTT,
Acting Superintendent.
Hongkong, 30th June, 1908. 1

FOR VLADIVOSTOK.

THE Steamship

"ORANGE BRANCH"

Captain MacClelland, will be despatched for the above Port on or about the 15th July, 1908.

For Freight and further particulars apply to
DODWELL & CO., LTD.
Agents.
Hongkong, 4th July, 1908. 1037

REGULAR STEAMSHIP SERVICE

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAID	REMARKS
SHANGHAI	MARMORA	About 9th July	Freight and Passage.
LONDON VIA USUAL PORTS	MALTA	Noon, 11th July	See Special of Call.
SHANGHAI, KOBE, SYDNEY	SYRIA	About 18th July	Freight and Passage.
LONDON AND ANTWERP	SOCOTRA	About 18th July	Freight only.
ANG, COLOMBO, PORT SAID AND MARSEILLES			

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 6th July, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAID
SWATOW, WEIHAWEI, CHEFOO	"KUEICHOV"	On 6th July, 4 P.M.
MANILA	"TAMING"	On 7th July, 4 P.M.
SHANGHAI	"HANGCHOW"	On 7th July, 4 P.M.
HAIPHONG	"LINAN"	On 8th July, 4 P.M.
AMOI AND NEWCHANG	"KWEITANG"	On 9th July, 4 P.M.
MANILA ZAMBOANGA, THURDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY	"TAIYUAN"	On 3rd Aug., 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
Hongkong, 6th July, 1906.BUTTERFIELD & SWIRE,
AGENTS.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA AND PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North-Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea, and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE	S.S. SAXONIA	7th July
FOR SHANGHAI, YOKOHAMA & KOBE	S.S. SILVIA	About 15th July
FOR SHANGHAI, YOKOHAMA & KOBE	S.S. VANDALIA	About 16th July
FOR SHANGHAI, YOKOHAMA & KOBE	S.S. SLAVONIA	About 23rd July

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

HOMEWARD.

FOR HAVRE & HAMBURG	S.S. DORTMUND	7th July
FOR HAVRE & HAMBURG	S.S. ISTRIA	26th July
FOR MARSEILLES, ANTWERP & HAMBURG	S.S. C. FELD LAEISZ	About 30th July
FOR HAVRE & HAMBURG	S.S. SAXONIA	9th Aug.
FOR HAVRE & HAMBURG	S.S. SILVIA	23rd Aug.
FOR HAVRE & HAMBURG	S.S. SLAVONIA	6th Sept.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAID
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"GOEBEN"	Wed., 15th July, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"SCHARNHORST"	About Wed., 15th July.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR"	Thursday, 16th July, at 5 P.M.
KUDAT & SANDAKAN	"BORNEO"	End of July.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAID
SHANGHAI VIA NINGPO	"YATSHING"	Wed., 8th July, Noon.
SHANGHAI	"KWONGSANG"	Thursday, 9th July, Noon.
MANILA	"YUENSANG"	Friday, 10th July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MANILA	"LOONGSANG"	Wed., 14th July, Noon.
MANILA	"LOONGSANG"	Friday, 17th July, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday, 18th July, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,
HONGKONG, 6th July, 1906.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 11th July, Noon.
RUBI	2540	R. W. Almond	Manila	On 18th July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 5th July, 1906.

EAST ASIATIC CO., LD., RUSSIAN EAST ASIATIC CO., LD., SWEDISH EAST ASIATIC CO., LD.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION

DESTINATION	STEAMERS	DATE OF SAILING
FOOCHOW & VLADIVOSTOCK	"CURONIA"	On 15th July

For Further Particulars, apply to

Hongkong, 26th June, 1906.

MELOHERS & CO.,
AGENTS.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific to the "EMPERESS LINE" Sailing 5 to 10 days Ocean Travel.

12 DAYS HONGKONG TO VANCOUVER.

R.M.S.	TONS	LEAVES HONGKONG	ARRIVES VANCOUVER
"MONTEAGLE"	6183	SATURDAY, 11th July	4th Aug.
"EMPERESS OF CHINA"	6000	SATURDAY, 25th July	15th Aug.
"GLENFARG"	3700	SATURDAY, 8th Aug.	6th Sept.
"LENNOX"	3700	WEDNESDAY, 9th Sept.	8th Oct.
"EMPERESS OF INDIA"	6000	THURSDAY, 24th Sept.	13th Oct.
"EMPERESS OF JAPAN"	6000	THURSDAY, 22nd Oct.	9th Nov.

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York 27/10 Intermediate on Steamers "240," "242," "244," "246," "248," "250," "252," "254," "256," "258," "260," "262," "264," "266," "268," "270," "272," "274," "276," "278," "280," "282," "284," "286," "288," "290," "292," "294," "296," "298," "300," "302," "304," "306," "308," "310," "312," "314," "316," "318," "320," "322," "324," "326," "328," "330," "332," "334," "336," "338," "340," "342," "344," "346," "348," "350," "352," "354," "356," "358," "360," "362," "364," "366," "368," "370," "372," "374," "376," "378," "380," "382," "384," "386," "388," "390," "392," "394," "396," "398," "400," "402," "404," "406," "408," "410," "412," "414," "416," "418," "420," "422," "424," "426," "428," "430," "432," "434," "436," "438," "440," "442," "444," "446," "448," "450," "452," "454," "456," "458," "460," "462," "464," "466," "468," "470," "472," "474," "476," "478," "480," "482," "484," "486," "488," "490," "492," "494," 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